

Aviation Rulemaking Advisory Committee
FAR/JAR Harmonization Working Group
Propeller Driven Small Airplanes
Concept Paper

3. HARMONIZATION OF INTERPRETIVE MATERIAL

Work is underway to harmonize available interpretive and advisory material. Reference 1 Appendix G Handbook and reference 2 JAR 36, Section 2, Advisory Material Joint (including notes contained in Section 1) will be reviewed by the working group. Members are compiling some documentation of test experience. When these activities are complete a document entitled, "Harmonization of Interpretive and Advisory Material for Light Propeller Driven Aircraft Noise Certification", will be assembled and made available to applicable certification agencies as recommendations and examples of approved test procedures.

4. CO-ORDINATION OF RECOMMENDED CHANGES

4.1 Review of Concept by ARAC

This document is submitted to ARAC chairman for review by appropriate ARAC members. ARAC will review Technical Position Papers and working group minutes. Working group chairs will co-ordinate with ARAC and working group membership until body of work is in order. At this point ARAC will co-ordinate with the FAA. JAA supports this working group and its work plan.

4.2 Changes to FAR's

All of the changes recommended to the FAR's are outlined in Section 2 and summarized in Table 1. The Technical Position Papers (TPP) outlining the reasons for the changes are all contained in Appendix B. Meeting minutes are all contained in Appendix C. This document will be forwarded to the FAA by ARAC after its review. FAA will review proposed changes and have an opportunity to make comments. When this is complete and satisfactory, the working group will meet to finalize required NPRM's with any FAA support that has been co-ordinated by ARAC.

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4.3 Changes to JAR's

JAR 36 is based on ICAO Annex 16. Therefore, changes recommended to JAR 36 are enabled through changes to ICAO Annex 16. Recommendations for change are instigated through the ICAO working group process. An additional process takes advantage of industry co-ordination with ICCAIA. Here, technical papers are submitted by ICCAIA into the ICAO forum. These processes have begun in some cases. Co-ordination documents are contained in Appendix E.

5. JAR 36, CHANGE IN REFERENCE SUB PARTS AND APPENDICES

The harmonization work done by this group and reported here was based on the best available regulatory material. However, the JAR 36 material was in the draft issue stages. The final version was released in November 1995.

During the draft issue stages of JAR 36, Sub Part C - Propeller Driven Aeroplanes not Exceeding 9000 Kg, reflected the standards of ICAO, Annex 16, Chapter 6 of Volume 1. Sub part D - Propeller Driven Aeroplanes not Exceeding 9000 Kg reflected the standards of ICAO Annex 16, Chapter 10 of Volume 1.

Similarly, Appendix 2 of the Drafts of JAR 36 applied to Sub Part C / Chapter 6 aeroplanes and Appendix 3, to Sub Part D / Chapter 10 aeroplanes.

However, at the first formal issue, the applicability of these sub parts and appendices has been changed to reflect the fact that ICAO Annex 16, Chapter 6 is now obsolete. The option for aeroplanes to comply with Chapter 6, rather than Chapter 10, expired on November 17, 1993.

There is, therefore, only one applicable Sub Part and one applicable Appendix in the first issue of JAR 36 and this reflects ICAO, Annex 16, Chapter 10 of volume 1.

The Sub Part for propeller driven aeroplanes not exceeding 9000 Kg is Sub Part C. The Appendix is Appendix 2.

Sub part D and Appendix 3 in the first issue now applies to helicopters.